



# CONFIDENCE NEWS

AUGUST 9 - OCTOBER 7 PATROL



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# Captain's Cabin

From the Cabin...

Family and friends of CONFIDENCE. By now, my family and I have met many of you. We are returning to the Cape Canaveral area from Washington, DC, where I was assigned to Coast Guard Headquarters. This is our third time on the Space Coast; CONFIDENCE was our top pick and we're ecstatic to be here.

What a privilege it is to pen this article for the first deployment newsletter as the new Commanding Officer of CONFIDENCE. Though I took over on June 29<sup>th</sup>, it still feels like only yesterday and time is flying by. Simply put, it's an honor to command CONFIDENCE. I am humbled every day at what this crew can accomplish and their ability to get the job done!

Something new for this newsletter is that I have asked our Public Affairs Officer to gather e-mail addresses for the extended families of the crew. So, if this is the first time you've received one of our patrol newsletters, welcome aboard! Our new Ombudsman, Brandi Ruffner also has a newsletter for the spouses and extended families. She can be reached at [Confidenceombudsman@gmail.com](mailto:Confidenceombudsman@gmail.com).

What a terrific deployment it was! As you read on in this newsletter, you'll see our deployment started off with tremendous success and kept us very busy. Since we left home on August 9<sup>th</sup>, we sailed over 8,075 nautical miles, interdicted 219 illegal migrants, conducted 107 helicopter evolutions, conducted 04 law enforcement boardings and interdicted 2,245lbs of marijuana at more than \$2 million in street value. We dodged hurricanes, visited some interesting ports of call and supported some of our partner nations in the Caribbean. You should be extremely proud of your loved ones aboard CONFIDENCE. Read on in this newsletter and see what they've accomplished in the last two months.

Like many others aboard, this trip for me was a chance to get settled aboard and regain my sea legs. Everyone worked very hard to get through their underway watch qualifications and learned a lot. You'll read more about our new shipmates in the following pages. We even had an old shipmate return, DC1 Joglar who came to lend a hand while some members of the crew were off to class "C" Schools. Very special thanks go out to the CONFIDENCE veterans that helped all of us 'newbies' acclimate. Though a new Commanding Officer usually means an adjustment period for the crew, I have certainly been made to feel at home here and am very well settled in.

I look forward to the next two years aboard CONFIDENCE. If this most recent deployment was any indication of what's to come, I can't wait!

CDR J. A. Passarelli,  
Commanding Officer

## **Patrol Stats:**

8,075NM = 9,176 Miles Steamed  
04 Law Enforcement Boardings  
222 Migrants on deck  
2,245 lbs Marijuana on deck  
107 Helo Evolutions

# Command Chief's Corner

Greetings from the Chief's Mess. During these eight weeks that we were away from our families and friends the crew came together to conduct our missions safely and professionally. For close to a third of our 75 member crew this was their first patrol on CONFIDENCE and those members excelled by completing their required qualifications quickly which allowed the unit to complete one narcotic interdiction, disruption of migrant patterns and the repatriation of 219 migrants back to Haiti. The crew enjoyed their port calls in the Dominican Republic and GITMO, although the disruption that being recalled while in port causes is always a low point. The crew adapted to that change as they have to all the others during this transfer season, by exhibiting their professionalism and demonstrating why the CONFIDENCE has a reputation for being the operational standard in District Seven. We would also like to congratulate the Steed's on the birth of their son Kasey, the Murray's on the birth of their son Mason and the McClain's on the birth of their daughter Arianna. Congratulations to the crew for a great patrol and enjoy the inport period with you families and have a happy and safe Thanksgiving holiday.

FSC Pete Drayer



# Confidence Inn

Story By: ENS Godiksen



In the early morning of September 23<sup>rd</sup> Coast Guard Helicopter 6582 out of Borinquen, Puerto Rico, was on patrol and spotted an overloaded sailing vessel in the vicinity of Great Inagua, Bahamas heading northbound. The vessel was poorly constructed; approximately 40ft long, and looked to have well over 80 personnel onboard. The safety of all personnel onboard this vessel was the primary concern for the United States Coast Guard. The secondary concern was that the vessel was trying to reach the United States with illegal immigrants onboard. District 7 immediately directed US Coast Guard Cutter CONFIDENCE

to interdict this sailing vessel and take all personnel off. With CONFIDENCE making best speed available it would still be about 18 hours until they would intercept the vessel. District 7 and CONFIDENCE worked together to provide air coverage to keep track of the vessel's location and safety of personnel onboard. It took the efforts of 3 helicopters and a fixed wing aircraft to provide coverage until CONFIDENCE reached the vessel on September 24th. Upon arrival it was clear that the personnel onboard had been at sea for many days after departing Haiti and the vessel was not holding up well. The vessel had a total of 131 people who were all safely removed and brought aboard CONFIDENCE. The plan was to bring everyone back to Cap Haitien, Haiti for repatriation but, that was quickly interrupted when another sailing vessel had been found by the Royal Bahamian Defense Force (RBDF.) An additional 88 Haitian migrants had been interdicted and since CONFIDENCE was already transiting to Cap Haitien they offered to assist the RBDF to repatriate the migrants. CONFIDENCE now had 219 Haitian migrants onboard and began their transit to Cap Haitien. Throughout the transit CONFIDENCE made sure all of its new guests received appropriate amounts of food and water, as well as medical services, clothing, and blankets to keep comfortable. The morning of September 26<sup>th</sup> CONFIDENCE anchored in the harbor of Cap Haitien where the Haitian Coast Guard met them and all 219 migrants were transferred back to Haiti safely.



# A Race To The Finish

Story By: ME1 Mailander

## Part 1: Detection

It all started shortly after we left a very lovely port call when we received word from a friendly CG aircraft about a suspected go-fast vessel, approximately 50 miles from our position, located halfway between the CGC CONFIDENCE and the CGC DAUNTLESS. It was late in the afternoon on a fairly calm day. This is important, because most of the time when we launch the small boat, it's usually rough and we are going ludicrous speed on a course the Operations Specialists (OS) give us which usually spells doom for the joints and back. If you ever ask an OS about sea state they will tell you it's always 1 to 2 feet. You see, they don't have windows where they hang out and they don't get outside much. This day, they were actually right about the weather.

## Part 2: Launch and Transit

We launched shortly after dinner, and I mean shortly. I just finished the last Twizzler in the bag when they set the Go-Fast Bill. Don't judge me because I eat Twizzlers for dinner. Everyone likes Twizzlers. Especially now, since they come in various colors and flavors! Let us get back to the story. The boat crew for this mission was BM2 Woodcock (Best Coxswain in the Carib), ENS Ahlin (GQ), MK1 Reel (aka the diva), MK2 Deaton (Big Head), and me (The Best Navigator Ever!). The CONI spun around and lowered the small boat. Once we disconnected we rode off into the sunset leaving the CONI over the horizon. We received word that the CGC DAUNTLESS turned east and launched their interceptor as well. All of us on the 23195 looked at each other and knew what we had to do: We had to beat these guys to the go-fast! We now had a new objective.

Woodcock hammered down on the throttle, I was getting positions from the HC-144 aircraft on the location of the go-fast, Reel was eating a Snickers bar, ENS Ahlin was worshipping my awesomeness, and Deaton was weighing us down.....

His head is abnormally large. If you look close enough you can see small satellites orbiting around it and a haze from the atmosphere it holds. Nonetheless, other than me, he's the best gunner we have so we couldn't throw him overboard! He would argue that he's better than me, but I'm writing the story.

We had about 40 minutes to kill before we expected to locate the go-fast. ENS Ahlin was keeping us updated with positions. Woodcock was trying to get every bit of power out of our boat to beat the DAUNTLESS' small boat to the scene. Deaton was back there heckling me saying that he was going to be the first one to disable a go-fast. He kept doing it to. He really knows what buttons to push. I was really close to giving Woodcock a course in the complete opposite direction so Deaton would not be the first! I'm really not sure what Reel was up to back there. He was unusually quiet. I think he was just enjoying the smooth ride for once and watching the sunset.

## Part 3: Interdiction

It was very close to dusk, when Deaton or ENS Ahlin spotted the target vessel. I don't remember who did at that point; I was actually discussing with Reel that we should have brought another bag of Twizzlers along. What I do know is that Woodcock's awesome boat driving skills, with a little help of my superior navigation skills, put us in perfect position to intercept the go-fast. The best part is that the DAUNTLESS' boat was nowhere in sight! Objective complete! Now the dangerous part began and we needed to get our heads in the game. We stopped thinking about Twizzlers and readied up for a pursuit. Now the following is accurate, because I really want to get across on how well this crew prevented the go-fast from easily evading us. I can't give out too many details, but what I can say is that we had about 200 yards to the north to work with and we wanted to chase the go-fast south. Woodcock positioned our boat just north of the go fast and kept on a west course until we were directly north of the go-fast at about 500 yards. He then turned south to intercept and the go-fast came up to a high rate of speed on a southeast course. We did catch them by surprise. The go-fast attempted to turn northwest and Woodcock matched his course and overtook the go-fast blocking his path northbound. The go-fast turned south again and began dumping bales overboard. We closed into about 200 yards and the go-fast came to all stop and all 4 individuals onboard gave up willingly.

## Part 4: The Cavalry

Shortly after the pursuit ended, our eyes in the sky made a low altitude fly by. DAUNTLESS' small

boat arrived and began retrieving the bales out of the water. We sat on scene for awhile waiting for either the DAUNTLESS or CONFIDENCE to arrive again the thought of having another bag of Twizzlers lingered in the back of our heads. The sun had just set and DAUNTLESS arrived on scene. They held station about 100 yards from us and asked if they could do anything for us. Reel took the mic and asked if they had any Twizzlers and they told us they did but not enough to share. We were a little upset, but we also understood. I mean, these are Twizzlers were talking about. Our other small boat, the Cutter Boat – Lame.....err Large showed up with BM2 Murray, GM3 Miller “Pistols”, MK1 Daire and ME2 Steed “Trusty Steed”. They were a sight for sore eyes. I think Daire gets scared when he’s riding with Murray. He never takes his little red helmet off. We had high hopes this time that our very own shipmates brought a hefty supply of Twizzlers with them. They didn’t. They did say that they brought 2 bags but ate them on their way to us. Reel had enough. He told Steed to hop on our boat and he was heading back on the CB-L to go get us Twizzlers. They headed back to the CONFIDENCE which arrived on scene. He never came back.

#### Part 5: The Wait

The sun had been gone for some time now and during that time ENS Ahlin was handcuffed and forcibly dragged back to the CONFIDENCE. Some say it was the gasoline fumes that drove him mad, or it might have been the fact that he had next watch on the bridge. That left me in charge. Ten hours later we received State Department permission to bring everyone back to the CONFIDENCE.

We brought our guests on board from the go-fast and dropped them off on the CONFIDENCE. We returned and retrieved 27 bales of marijuana off the go-fast and placed enough glow sticks and strobe lights on the go-fast so they could see it from space. We proceeded to light the boat on fire and burn it down to prevent it from being a hazard to navigation. A total of 82 bales were seized and the 4 men were later arrested and brought to jail. We returned to the ship and slept for what seemed like days.



# A Chance To Fly

Story By: SN Bourdeau

I first joined the Coast Guard having aspirations of being part of the aviation community. Once I complete my tour onboard CONFIDENCE I plan on becoming an Aviation Survival Technician (AST.) This patrol I was able to get the opportunity to fly in a Coast Guard helicopter for my first time. It is exhilarating to watch a Coast Guard Helicopter land on the flight deck of a cutter.

Pilots of these aircraft are required to possess an agile hand in order to navigate safely on deck. As exciting as it is

to be responsible for running under rotating blades of the helo in order to tie her down, it is even more of a thrill to have the opportunity to go out on the helo with a flight crew. Whenever you are in the air you see everything from a different perspective, as the helo begins to gain altitude a 210 foot cutter doesn't appear to be as big as you once thought it was.

We started off with a fly over of a canal in Haiti, where the flight mechanic allowed me to strap on a gunners belt and make my way to the right side of the helo so that I could get a superior view of the area that my unit has been operating in for the last two months. It is exciting to see infrastructures and land marks that you become accustomed to seeing from the cutter everyday to seeing them from overhead in a helo. You become a little more connected to the place that you are patrolling whenever you are able to see how the people of that nation live. We flew over small houses; make shift ship yards, and even a diminutive river that was used as a laundry-mat. After making a short scan over the coast of Haiti, we turned to the heading that would take us to Great Inagua. On our way to our location the pilots spotted a vessel moving very quickly and creating a shallow wake, two signs often contributed to what we call a 'Go Fast' (a vessel with two or more large engines used to transport drugs and outrun Coast Guard small boats). Upon further investigation however the boat did not appear to have any illegal contraband onboard, a few pictures were taken of the vessel and we were back on track for Great Inagua. The pilots took time in Great Inagua to email the pictures of the suspected target of interest that we came across on the flight while I and the flight mechanic ate lunch on the beach, a nice reprieve from the continuous operations performed on cutters. Unfortunately my time was cut short and we were forced to make our way back to the cutter sooner than expected due to a storm moving in the direction of Great Inagua. Being on a cutter you rarely have the opportunity to work with aviators and seeing what my future job in the Coast Guard foretells is inspiring.



# New Family Members



Mason Richard Murray ,  
21 September 2012



Kasey Thomas Steed ,  
14 September 2012



Arianna Mae  
McLain ,  
11 September  
2012

# NEW CONFIDENCE CREW AND FAMILIES, WELCOME ABOARD

CDR James Passarelli reporting from Coast Guard Headquarters  
LT Brian Finn reporting from PACTACLET  
ENS Heather Watka reporting from CG Academy  
ENS Brett Godiksen reporting from CG Academy  
ENS Orlando Morel reporting from CG Academy  
ENG3 Jay Chason reporting from NESU Miami, FL  
MKC Tyrone Montgomery reporting from CGC Yellowfin  
MKC Alexis Pineiro reporting from CG Station Lake Charles  
BMC Donovan Lanier reporting from CGC Sturgeon  
BMC Mark Dopkowski reporting from CG Station Miami Beach  
ET1 Joseph Spalding reporting from CGC Aspen  
● SK1 Raul Jimenez reporting from Air Station Clearwater  
● BM1 Joseph Komjathy reporting from CG Station Tawas  
● FS1 Michael Perez reporting from CGC Kingfisher  
● MK2 Randy Brandon reporting from CG Station St. Inigoes  
DC2 Dax Andrews reporting from SEC LIS, New Haven  
MK2 Rafael DelRosario reporting from CG Station Belle Isle  
EM3 Willie Williams reporting from CGC Dallas  
MK3 Kenneth Smith reporting from CG Tracen, Yorktown  
SN Darren McLaughlin reporting from Tracen, Cape May

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**FOR ANY QUESTIONS REGARDING THIS NEWSLETTER, FUTURE TOPICS YOU'D LIKE TO SEE, OR  
COMMUNITY EVENTS, PLEASE CONTACT THE PUBLIC AFFAIRS OFFICER AT:**

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*Congratulations to all those who were promoted or advanced*



BM2 Phillipp



FS2 Sebring

# A Look At the Patrol







